

TRAFFIC RECORDS COORDINATING COMMITTEE MEETING REPORT

DECEMBER 2, 2022



Prepared For:

FLORIDA DEPARTMENT OF TRANSPORTATION

Prepared By:

DANIELLE KING, TRAFFIC SAFETY PROGRAMS OPERATIONS COORDINATOR

Meeting Notes Taken By:

CAMBRIDGE SYSTEMATICS, INC.

ATTENDEES

NAME	TITLE	AGENCY	EMAIL	
TRCC EXECUTIVE BOARD				
Beth Allman (Chair)	Senior Manager	FCCC	Allman@FLClerks.com	<input type="checkbox"/>
Captain Lisa Barnett (Vice-Chair)	FHP Captain	FHP/FLHSMV	Lisabarnett@flhsmv.gov	<input checked="" type="checkbox"/>
David Brand	Law Enforcement Coordinator	FL Sheriffs Association	Dbrand@flsheriffs.org	<input type="checkbox"/>
Mike Hall	EMS Administrator	FDOH	Mike.Hall@flhealth.gov	<input type="checkbox"/>
Lora Hollingsworth	Chief Safety Officer	FDOT	Lora.Hollingsworth@dot.state.fl.us	<input checked="" type="checkbox"/>
Robert Kynoch	Division Director	FLHSMV	RobertKynoch@FLHSMV.gov	<input type="checkbox"/>
Deputy Chief Tonja Smith	Deputy Chief	Tallahassee Police Department	Tonjab.smith@talgov.com	<input type="checkbox"/>
TRCC MEMBERSHIP				
Ian Anderson	Data Sharing Project Manager	FDLE	IanAnderson@fdle.state.fl.us	<input type="checkbox"/>
Seth Bartee	Systems Administrator	FSU, TraCS	SethB@TraCSFlorida.org	<input type="checkbox"/>
Dr. Ilir Bejliri	Associate Professor/Principal Investigator	UF	Ilir@UFL.edu	<input type="checkbox"/>
Brenda Clotfelter	EMSTARS Project Manager	FDOH	BrendaClotfelter@doh.state.fl.us	<input checked="" type="checkbox"/>
Chris Craig	Traffic Safety Administrator	FDOT	Chris.craig@dot.state.fl.us	<input checked="" type="checkbox"/>
Chief Jeffery Dixon	FHP Chief	FHP / FLHSMV	JeffreyDixon@flhsmv.gov	<input checked="" type="checkbox"/>
Margaret Edwards	System Administrator	ELVIS	MEdwards@ELVISFlorida.org	<input checked="" type="checkbox"/>
Richie Frederick	Deputy Director	FLHSMV	RichieFredrick@FLHSMV.gov	<input checked="" type="checkbox"/>
Dr. Rupert Giroux	Safety Data Coordinator	FDOT	Rupert.Giroux@dot.state.fl.us	<input checked="" type="checkbox"/>
Melissa Gonzalez	Crash Records Program Manager	FLHSMV	MelissaGonzalez@FLHSMV.gov	<input checked="" type="checkbox"/>
Joey Gordon	Transportation Data Analysis Supervisor	FDOT	Joey.Gordon@dot.state.fl.us	<input checked="" type="checkbox"/>
Larry Gowen	Chief Performance Officer	FLHSMV	Larry.Gowen@FLHSMV.gov	<input checked="" type="checkbox"/>
Raymond Hemmes	UTC Program Manager	FLHSMV	raymondhemmes@flhsmv.gov	<input type="checkbox"/>

Ben Jacobs	Crash Records and Research Admin.	FDOT	Benjamin.Jacobs@dot.state.fl.us	<input checked="" type="checkbox"/>
Danielle King	Operation Coordinator	FDOT	Danielle.King@dot.state.fl.us	<input checked="" type="checkbox"/>
Scott Lindsay	Chief Data Officer	FLHSMV	ScottLindsay@FLHSMV.gov	<input checked="" type="checkbox"/>
Asher Lucas	Project Analyst	FLHSMV	AsherLucas@flhsmv.gov	<input checked="" type="checkbox"/>
Angela Lynn	Program Manager	FLHSMV	AngelaLynn@FLHSMV.gov	<input type="checkbox"/>
Bradley Perry	Bureau Chief of Records	FLHSMV	BradleyPerry@FLHSMV.gov	<input type="checkbox"/>
Amy Pontillo	Systems Architect	FSU	Amy@TraCSFlorida.org	<input type="checkbox"/>
Thomas Rast	Inventory Control Manager	FLHSMV	ThomasRast@FLHSMV.gov	<input type="checkbox"/>
Tim Roberts	Law Enforcement Liaison, Program Coordinator	FDOT	Coordinator@FloridaLEL.info	<input checked="" type="checkbox"/>
William Roseburgh	Business Intelligence Analyst	FHP	WilliamRoseburgh@FLHSMV.gov	<input checked="" type="checkbox"/>
Dr. Lisa Spainhour	Professor / Principal Investigator	FSU, TraCS / ELVIS	Spainhou@eng.fsu.edu	<input checked="" type="checkbox"/>
Michele Snow	Program Manager	UF	MSnow@dcp.ufl.edu	<input type="checkbox"/>
Brian Watts	Manager, Performance and Trends	FDOT	Brian.Watts@dot.state.fl.us	<input type="checkbox"/>
Zoe Williams	Systems Architect	FSU, ELVIS	ZFaulkner@elvisflorida.org	<input type="checkbox"/>
Joel Worrell	Transportation Data Inventory Manager	FDOT	Joel.Worrell@dot.state.fl.us	<input type="checkbox"/>
CONSULTANT SUPPORT				
Danny Shopf	Transportation Analyst	Cambridge Systematics	DShopf@camsys.com	<input type="checkbox"/>
Natalie Wilson	Transportation Analyst	Cambridge Systematics	NWilson@camsys.com	<input checked="" type="checkbox"/>
Nusrat Sharmin	Transportation Analyst	Cambridge Systematics	NSharmin@casmsys.com	<input checked="" type="checkbox"/>

OTHERS IN ATTENDANCE:

- › DaNa' Perry, FLHSMV
- › Luis Dominguez, FDOH
- › Mark Reichert, MPOAC
- › Dr. Xingjing Xu, UF

› Zhaochen Jiang, UF

MEETING SUMMARY

WELCOME AND INTRODUCTIONS

Danielle King, FDOT, welcomed participants and thanked them for their attendance. She facilitated a round of introductions and provided an overview of the day's agenda items. She then asked the TRCC Executive Board Members if there was a motion to approve the September 2022 meeting minutes. The Executive Board members present approved the meeting minutes. Danielle introduced the next agenda item and the project updates began.

FY 2022 PROJECT UPDATES

CRASH AND UNIFORM TRAFFIC CITATION (UTC) DATA IMPROVEMENT: FLHSMV

Melissa Gonzalez, FLHSMV, presented an update on the Crash and UTC Data Improvement grant. She explained the two crash and two UTC objectives for this grant. The first objective is to expand the crash data dictionary and uniform traffic crash report manual. They plan to label crash data elements populated by other traffic record databases and work with the FLHSMV IT department to identify any additional fields that could be populated using internal databases (e.g., citation, driver, vehicle systems). The second crash objective is to create performance metrics for interfaces with the driver and vehicle systems such as ELVIS and DAVID to improve the data submission accuracy. Melissa reported they have already identified driver and vehicle fields auto populated by law enforcement agencies for crash and citation reporting and are working on the next steps. She mentioned the department is short-staffed and they are currently advertising positions and hiring to fulfil both crash objectives. The third objective is to successfully implement the State-to-State (S2S) verification system by identifying and resolving duplicate credentials to improve the uniformity of driver history data. FLHSMV is currently conducting full system testing for the S2S go live of January 2023. The last objective is to create performance metrics to prevent and resolve duplicate record processing. The team received approval to hire two grant staff to continue this effort and will place an advertisement for the positions. Melissa also reviewed the 2021 crash records and noted that fatalities increased by 11.5 percent since 2020. The team is working on the draft 2021 Crash Facts report.

Participants had no questions or comments for Melissa.

DRIVER AND VEHICLE DATA QUALITY IMPROVEMENT: FLHSMV

Asher Lucas, FLHSMV, provided an update on the Driver and Vehicle Data Quality Improvement grant. He reviewed the grant tasks which include creating a project plan to implement project goals, developing at least one performance measure for the driver record system and one for the vehicle records system, and identifying recommendations for ongoing monitoring of data quality management. Asher stated that they are still in the discovery phase and reported on three metrics that they are considering. The analysts are investigating the Social Security Number (SSN) verification flag. He said, with some exceptions, everyone with a Driver's License (DL) should have a yes/no verification flag on their record, but some records do not conform to that rule. They are working to refine the report. The analysts are also researching the DL Record Purge. Some DL records are not purged according to business rules, such as when a driver is deceased, expired licenses 18 months ago or more, and non-licensed drivers. He added some of the issues are a product of Motorist Modernization, and the analysts are working on a new package to deal with unpurged records in the latest data model. Finally, they are looking into Temporary Tag Fraud which is when dealers issue more than two temporary tags to the same person/vehicle. These research tasks will lead to reports and advise how the data should be used for the grant to reduce the occurrence of these issues.

Participants had no questions or comments for Asher.

FIELD DATA COLLECTION FOR NATIONAL EMERGENCY MEDICAL SERVICES INFORMATION SYSTEM (NEMSIS): FDOH

Brenda Clotfelter, FDOH, gave an update on the Field Data Collection for National Emergency Medical Services Information System (NEMSIS) subgrant. She introduced their new Project Director, Luis Dominguez, and reviewed the FY22/23 objectives. For the completeness objective, 81.5 percent of EMS agencies are submitting to the state incident level repository which is a 1.5 percent increase from the previous quarter. She said 98 percent of the EMS emergency run reports are submitted to the state repository, which includes 911 responses. For the uniformity objective, the goal is to track/increase the number of agencies reporting in compliance with NEMSIS version 3.5 to 50 percent. Brenda said they expect agencies to transition from NEMSIS version 3.4 to 3.5 in the first quarter of 2023. The team updated their data dictionary with business rules (for NEMSIS version 3.5) and standardized lists, focusing on data quality, as part of the efforts under uniformity/accuracy objectives. FDOT has cut the number of EMS Advisory Council Data Committee meetings to three meetings, and the team is participating in the NEMSIS Technical Advisory Conference and biweekly calls.

Another accuracy objective that is highly valued is to monitor data quality based on three state clinical performance measures. They are at 91 percent data quality overall. Brenda said 82 percent of EMS emergency run reports are received within 10 hours, well above the target of 70 percent. They added a new measure to increase the percent of agency demographic records resubmission, and the team is still working on the performance measures to be implemented in the first quarter of 2023. The team continues to work on the Florida Stroke Registry to add to the EMS state repository. It will not be a truly automated linkage but a quarterly update. The FDOH team is continuing to use BioSpatial for repository and data accessibility. They have improved the state data EMS Strategic Measure dashboard. Brenda concluded her presentation noting that they are also hiring for a data analyst position.

Participants had the following questions or comments

- It was suggested to conduct a BioSpatial training at the next TRCC meeting and agreed upon.
- Chris Craig, FDOT, said at the past National Highway Traffic Safety Administration (NHTSA) review the good quality of Florida data was discussed.

TRAFFIC AND CRIMINAL SOFTWARE (TRACS) SUPPORT, ENHANCEMENT, AND TRAINING: FSU

Lisa Spainhour, FSU, gave an update on the Traffic and Criminal Software (TraCS) Support, Enhancement, and Training subgrant. She said there are currently 27,354 TraCS users across 208 agencies in 2022, compared to 750 users and 12 agencies in 2008. She reviewed the progress on their objective and reported it takes an average of 5.5 days to load reports into the FLHSMV repository with 99.99 percent accuracy. There has been a steady increase in crash reports submitted electronically using TraCS. Due to COVID, there were fewer reports in 2019 and 2020, but the number of reports submitted increased in the following years. Lisa said 195 agencies are using TraCS for the crash report system, and 174 are using the citation report. Data collection methods attempt to move online, but some agencies still use paper forms to submit crash reports. Over 99 percent of agencies use some form of FCIC/NCIC integration, while about 85 percent use ELVIS for this integration. 97 percent of TraCS agencies are mandated to use the Signal Four Geolocation tool. She noted that 13 agencies do not use their crash form, and seven have turned off the mandate.

There is a slow and steady increase in agencies using the Signal 4 Locational Tool to plot crashes on the crash form. Only 17 agencies have been mandated to use the Signal 4 Locational Tool for citations, and 157 are in the development phase. Lisa noted they are trying to integrate the Signal 4 Diagram Tool into the crash/citation report process. Some agencies are testing this tool, including the Orlando and Coral Gables Police Departments (PD). She added more agencies are using LINX to share data with the Florida Department of Law Enforcement (FDLE) than Finder. The TraCS team is in the process of maintaining a primary data hosting site for 171 agencies at Digital Systems Management

(DSM). Lastly, Lisa went over some FY 22/23 highlights, including hiring OPS staff, Signal 4 Diagram Tool Integration deployment, updating agencies to TraCS version 3, and implementing transmission of citation data directly to FCCC.

Participants had no questions or comments for Lisa.

FSU: ELECTRONIC LICENSE AND VEHICLE INFORMATION SYSTEM (ELVIS)

Margaret Edwards, FSU, gave an update on the Electronic License and Vehicle Information System (ELVIS) subgrant. She said the system is growing with more agencies (250) and more user accounts (29,176). With the increased users, the cost has become \$17 per user. She said the FY 22/23 goals are being continued and the team is bringing multiple factor identification methods to improve their hardware. A new server from TraCS has helped with the ELVIS system going down but the growth may increase the chance of problems again.

Participants had no questions or comments for Margaret.

GEOLOCATION-BASED CRASH DIAGRAMMING AND FDOT CRASH MAPPING TO IMPROVE CRASH LOCATION, TIMELINESS AND QUALITY: UF

Xingjing Xu, UF, gave an update on the Geolocation and Crash Diagramming to Improve Crash Data Location, Timeliness, and Quality project. She said 97 percent of law enforcement agencies use the Geolocation Tool for crashes but only 8 percent use it for citations. Jacksonville PD uses SmartCOP to geolocate crashes. The staff are currently updating the base map from FDOT to use the FLARIS 2.2 and expect to update SmartCOP to version 3 and roll it out to the rest of the agencies. They have provided interactive online and onsite training to the Clearwater and Rockledge PDs and will provide training to Miami PD as well. Currently, the team is developing more training materials and performing updates, aiming to release them to the rest of TraCS agencies in early 2023.

Xingjing noted the Signal 4 system has been in use for 5 months and has gone through improvements based on needs and feedback. The team plans to include PBCAT 3.0 pedestrian/bike crash typing, performance tracking, and review process.

Participants had the following questions or comments:

- FDOT map will be integrated into Signal 4 system, so when law enforcement (LE) officers use Signal 4 they can see the roadmap in the background.

EXPANDING ACCESSIBILITY, UTILIZATION, AND DATA INTEGRATION OF SIGNAL FOUR ANALYTICS: UF

Xingjing Xu, UF, gave an update on the Expanding Accessibility, Utilization, and Data Integration of Signal 4 Analytics project. She noted a growing number of agencies are using the Signal 4 system, mainly coming from law enforcement. The system had 1,000 new agencies from October 2021 to October 2022; on average 85 new users and 23,000 queries/report per month. They have completed a Save Query tool to store a previous query and reuse it later. Current efforts also include development of a Citation dashboard, training for law enforcement, PBCAT 3.0, reviving user eligibility based on FLHSMV requirements, and a training webinar for 2023.

Xingjing also gave an update on the Crash Analysis and Reporting (CAR) Rewrite project. The purpose of the project is to expand Signal 4 analytics with the FDOT CAR system functionality and consolidate data analytics and reporting into one system. She noted the team is reviewing the basic analysis and historic and predictive network screening results, and working on developing historic and predictive viewer.

TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN

Danielle King, FDOT, reminded everyone that the current Traffic Safety Information System Strategic Plan (2017-2021) ended last year, and the committee needs to update this five-year Strategic Plan based on what the teams are actively

working on. She said FDOT is still interviewing for the TRCC Coordinator position. However, they plan to meet internally in January to go over the Strategic Plan updates and follow-up at the February TRCC meeting. They are also meeting with the data team to see what is necessary for the Plan update and will bring the information to the group in January.

Participants had the following questions or comments:

- What is the timeline for the Concept Papers?
 - Concept Papers will be open as normal, starting in January to the end of calendar year. The Infrastructure Investment and Jobs Act (IIJA) extended the eligibility and application process requiring State Safety Offices to submit Highway Safety Plan (HSP) triennially instead of annually, but the Concept Paper timeline will remain the same and be submitted to NHTSA annually. The triennial HSP update will include updated countermeasures from the Traffic Safety Information System Strategic Plan. The Strategic Plan will be reviewed by the group in the February meeting.
- A suggestion was made to provide a virtual option (listen-only mode) for attending the February TRCC meeting.
- Melissa Gonzalez mentioned FLHSMV is interested in approaching the 18 LE agencies that currently submit paper crash reports by identifying funding needs for software and equipment resources. Considering the new act, she asked if these LE agencies are eligible to receive 402 or 405C funding to buy equipment to assist electronic crash reporting efforts.
 - Chris Craig clarified that it is possible to get funding for actions like speed enforcement and put equipment under that project but there are no federal grants for equipment only. However, if a state initiative is tied to the Concept Paper then equipment funding could meet the 402 and 405C fund requirements. The discussion ended with a reminder for agencies to get creative on where to request equipment in a subgrant.
 - Chris brought up the increase in funding from the IIJA and encouraged participants to bring forward projects that have been on the back burner due to funding constraints. He also reminded the group to utilize both TRCC and 402 applications in the Concept Papers, as projects can be funded under either option.
- Richie Frederick, FLHSMV, noted a key change to [Senate Bill 1614](#) which takes effect March 1, 2023, will make the crash report database confidential and it will no longer be public information. The bill designates the following:
 - Parties involved, certain governmental and third-party entities to access the unredacted crash report images immediately within the first 60 days.
 - Media requests will be allowed access to redacted crash report images immediately within the first 60 days.
 - Any person or entity can access the unredacted crash report image 60 days after the report being filed, following the permissible uses listed in the Driver's Privacy Protection Act (DPPA) of 1994.
 - Unredacted data extracts are not made available within the first 60 days, but redacted data can be made available for the sole purpose of identifying vehicles involved in crashes should a memorandum of understanding (MOU) be in place.
 - Unredacted data extracts are available 60 days after the report being filed to specified parties under 316.066(2)(b) or DPPA only via a memorandum of understanding.
 - What does the phrase "data derived from the crash report" include? The answer was data generated straight from the .xml report and paper report.
 - Would this include personally identifiable information (PII) or calculated data from the report? Calculated data is not provided but the inclusion of PII would depend on if the MOU was in place.

- Chris asked if there would be a 60-day waiting period for Signal 4. Yes, there is essentially a 60-day freeze on data extracts. However, agencies can see the PDF images of data in S4 but cannot download raw data that is within the first 60 days. Some participants expressed concerns over the language interpretation of this bill, but it was decided to discuss this at a later point.

PUBLIC COMMENT

There were no comments from the public.

WRAP UP NEXT STEPS

Danielle indicated future TRCC meetings will be held in person at the FDOT Auditorium (with a virtual option), unless otherwise noted. She said upcoming meetings are scheduled for:

- › February 3, 2023 – Updates to FY23 TR Projects and Strategic Action Plan
- › March 31, 2023 – Voting on FY24 Projects

Danielle emphasized the importance of Board members attending the March 31st voting meeting. There will be another subcommittee meeting in the beginning of March for recommendations on Concept Papers. She will send out calendar invites for all the upcoming meetings.

ADJOURN

The meeting was adjourned at 10:30 AM.